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A. The railroad from Mutankiang, the location of the headquarters of the Japanese Third Army, to Toney, which is approximately 15 miles southeast of Suifenho, was under construction by the Japanese for approximately five years. 25X1

Suifenho and Manchouli were the two points that tied in with the Trans-Siberian Railroad. Suifenho had very large railroad yard and freight d... In 1944 these huge yards had been dismantled, and they were in need of considerable repair before they could be placed in operation again. By March 1946 the railroad installations were back in operation. The Soviets were then transferr... PW's from the assembly area at Mutankiang across the border from Suifenho and were making connections with the railroad running to Khabarovsk without unloading. 25X1 the connecting link of the railroad had been made and that the railroad installations were back in operation. 25X1 25X1

In 1941 the Japanese Army used soldiers and laborers to construct a railroad from Mutankiang north to border towns on the Amur River. This was to be the main communication line to troops along the border in this area.

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25 YEAR RE-REVIEW

The railroad from Vladivostok to Khabarovsk was single track. There were spots of double track where trains could pass and double tracks a few miles each side of the main cities. There were railroad sidings at each of the smaller towns. The railroad bridge at Khabarovsk across the Amur River was single track. [redacted]. In addition to the bridge, there were ferries which were used to cross the river. In the winter the ice was thick enough so that ties could be laid for trains to cross. At Komsomolsk there were ferries large enough to carry trains and there was no bridge in sight of Komsomolsk. There may have been a bridge across the river below Komsomolsk [redacted]

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[redacted]

The first two years (1946 and 1947) of construction, only old used rails were available. [redacted] After 1947, new Soviet rails were used. Some bridge abutments had been built in 1935 and 1936 [redacted] dates stamped on them while working on the Baikal-Amur-Magistral Railroad. [redacted]

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[redacted]

The bridges were constructed of concrete bases with steel girders and beams and a wood flooring. At first, used steel was used, but later it was Soviet-produced steel, which [redacted] came from Komsomolsk. [redacted] no wooden constructed bridges on the new lines; however, at Hormoli, water and refueling sidings were of wooden trestle. In this area the railroad had to pull up a medium grade through the mountains. At Gorin, where the grade was steeper, there were some long sidings also made of wooden trestles. The lumber used in this construction came from the many lumber yards near Hormoli.

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[redacted]

Winter was, of course, very severe on the rails and when the temperatures dropped extremely low, the rails would sometimes snap. [redacted] crews [redacted] changed these rails many times, and during the winter the rails were being inspected continually. When the temperatures dropped below minus-50° the prisoners were not forced to work. This occurred 10 or 12 days out of each year. During the first winter (1945-1946) there was a two-week period when there were no trains into Dohf. This was because the construction program was in its infancy and because of heavy snows. Interruptions occurred very often this winter because of heavy snows, low temperatures, and a lack of road equipment. Later snow equipment replaced hand labor, which eliminated serious delays.

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[redacted]

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Trains into Komsomolsk ran almost continuously; that is, every short while a train arrived or left. North of Komsomolsk to Hormoli and vicinity there were five or six trains per day. After 1948, there was one passenger train a day in each direction during both the summer and winter. There were five or six freight trains daily in each direction during the summer, and about half this number during the winter. Beyond Hormoli, there was one freight train a day after 1948, and three passenger trains per week. Near the construction points there were

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ballast trains running every hour or so. The passenger trains were pulled by one locomotive. Because of steep grades through the Hormoli and Gorin areas, freight trains usually had two locomotives, one pulling and one pushing. The average number of freight cars per train was 20 to 30. The cars were generally two-axle; however, most coal cars and all flat cars were four-axle.

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At the approaches to larger cities, elaborate electric semaphores were used as signals. Beyond Komsomolsk hand-flag signals were used. After 1947, light signals were installed at Dohf and Hormoli. In late 1949 there were some light signals installed north of Dohf and Hormoli.

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the freight yards at Suifenho /1947/ the yards had been dismantled, but Japanese PW's were being transported straight through these yards by March 1946. Because labor was so plentiful, the transloading of freight was done by hand and was always done immediately in order not to tie up any cars, which were badly needed. Freight trains were never left standing over night, but would be unloaded no matter what time of the day or night they arrived. Transloading of trains was unnecessary after March 1946 because many of the railroads in Manchuria were the same gage as the railroads in Siberia.

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There was always a shortage of railroad cars. called at any hour of the night or day to unload supplies or equipment, in order to free the cars for another assignment. The prisoners were told that there must be no delay as the trains were needed to continue the hauling of supplies and equipment, and that the quicker a train was released for another mission the quicker it would be possible to bring the US aggressors to their knees. Passenger trains never stopped long at any point, only long enough to unload and load passengers. The passenger trains were always extremely crowded, and Soviet citizens would sometimes wait for a week for a seat on a train leaving in either direction from Komsomolsk. Very seldom would a car be seen standing idle on a siding, and it would be idle for a specific reason.

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